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### **ASSEMBLY INSTRUCTIONS**

#### ***QA1 Adjustable Trailing Arms 1979-2004 Mustang P/N 5255***

READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

#### **• DISCLAIMER / WARRANTY •**

QA1 WARRANTS THAT THE PRODUCTS WILL BE FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP FOR ONE YEAR FROM DATE OF SALE TO THE ORIGINAL PURCHASER. QA1 MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESS OR IMPLIED. QA1 SHALL HAVE NO OBLIGATION UNDER THE FOREGOING WARRANTY WHERE THE DEFECT IS THE RESULT OF IMPROPER OR ABNORMAL USE, YOUR NEGLIGENCE, VEHICLE ACCIDENT, IMPROPER OR INCORRECT INSTALLATION OR MAINTENANCE, NOR WHEN THE PRODUCT HAS BEEN REPAIRED OR ALTERED IN ANY WAY. QA1'S LIABILITY IN THE CASE OF DEFECTIVE PRODUCTS SUBJECT TO THE FOREGOING WARRANTY SHALL BE LIMITED TO THE REPAIR OR REPLACEMENT, AT QA1'S OPTION, OF THE DEFECTIVE PRODUCTS.

THE USER UNDERSTANDS AND RECOGNIZES THAT RACING PARTS, SPECIALIZED STREET ROD EQUIPMENT, AND ALL PARTS AND SERVICES SOLD BY QA1 ARE EXPOSED TO MANY AND VARIED CONDITIONS DUE TO THE MANNER IN WHICH THEY ARE INSTALLED AND USED. QA1 SHALL BEAR NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY, EITHER TO A PERSON OR TO PROPERTY, RESULTING FROM THE INSTALLATION, DIRECT OR INDIRECT USE OF ANY QA1 PRODUCTS OR INABILITY BY THE BUYER TO DETERMINE PROPER USE OR APPLICATION OF QA1 PRODUCTS. WITH THE EXCEPTION OF THE LIMITED LIABILITY WARRANTY SET FORTH ABOVE, QA1 SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK!

### **TOOLS AND SUPPLIES REQUIRED**

- Floor Jack
- Jack Stands
- Tire Chocks
- 18mm socket and wrench
- Torque Wrench
- Blue Loctite™
- Grease Gun
- Lug Wrench

### **REMOVAL OF STOCK TRAILING ARMS**

1. Place the car on level surface and place tire chocks in front of and behind front tires.
2. Support rear of the car on jack stands and remove the rear wheels.
3. Place a floor jack under the differential and lift up slightly to remove tension from the trailing arm bolts - make sure not to lift the car off the jack stands.

***Note: Keep jack under car during the complete removal and installation procedure.***

***Do not remove both trailing arms at the same time or the axle will rotate and the trailing arm installation will be much more difficult.***

4. Start with either trailing arm and remove the rear bolt. *Note: Re-Install the bolts in the same direction as original.*
5. Remove the front trailing arm bolt.
6. Remove the trailing arm.
7. Clean frame at trailing arm pivot area with a wire brush.

## DIFFERENTIAL BUSHING INSTALLATION

*Note: Bushings supplied with these arms are designed to be used with the original differential bushing shells. Do not press out bushing shells.*

1. Remove rubber and the inner sleeve from outer bushing shells.
2. Clean original shells thoroughly.
3. Using special pre-lube teflon grease, lube the I.D. and flange of the O.E. bushing.
4. Lightly grease O.D. and I.D. of polyurethane bushing.
5. Install bushing into shell.
6. Grease O.D. of steel sleeve and install into bushing.
7. Install thrust bushing.

## INSTALLATION OF QA1 ADJUSTABLE TRAILING ARMS

*Note: QA1 Adjustable trailing arms are fully assembled, greased and ready to install.*

1. Install new trailing arms with the grease fittings facing down, locating the front bolt first.
2. Place one drop of blue Loctite™ on clean threads and torque the nut to 70 ft./lbs.
3. The trailing arm should then pivot smoothly.
4. Place a thin coat of supplied grease on the sides of the new axle housing bushings.
5. Pivot trailing arm into position over polyurethane bushing and thrust washer. Install rear bolt in same direction as original.
6. Place one drop of blue Loctite™ on clean threads and torque the nut to 70 ft./lbs.
7. Although QA1 Trailing Arms are pre-lubed, you may want to finish your installation by lubing the front bushings with a grease gun. Be sure to replace the dust caps on the zerk fittings to prevent dirt and corrosion from damaging the fitting.

*Note: Check all nut and bolt tightness after first 10 miles.*

### NOTES:

1. QA1 Adjustable Trailing arms come pre-adjusted to stock length. Pinion angle can be adjusted by loosening the jam nuts on the arms and turning the aluminum adjuster sleeve in the center of the arm. Both arms should be adjusted evenly. A properly installed and adjusted trailing arm will have the spherical ball straight and parallel with the ball housing. If the ball is twisted in its housing when installed, the arm could fail during suspension articulation. After adjustment has been made, use a drop of Loctite™ on threads at jam nuts.
2. Jam nuts should be checked periodically for tightness.

**Note: To further upgrade your suspension, use other QA1 suspension products such as coil overs, shocks, struts, springs, torque arms, panhard rods, subframe connectors, strut tower braces, rod ends, spherical bearings, etc. For more information, go to our website at [WWW.QA1.NET](http://WWW.QA1.NET)**